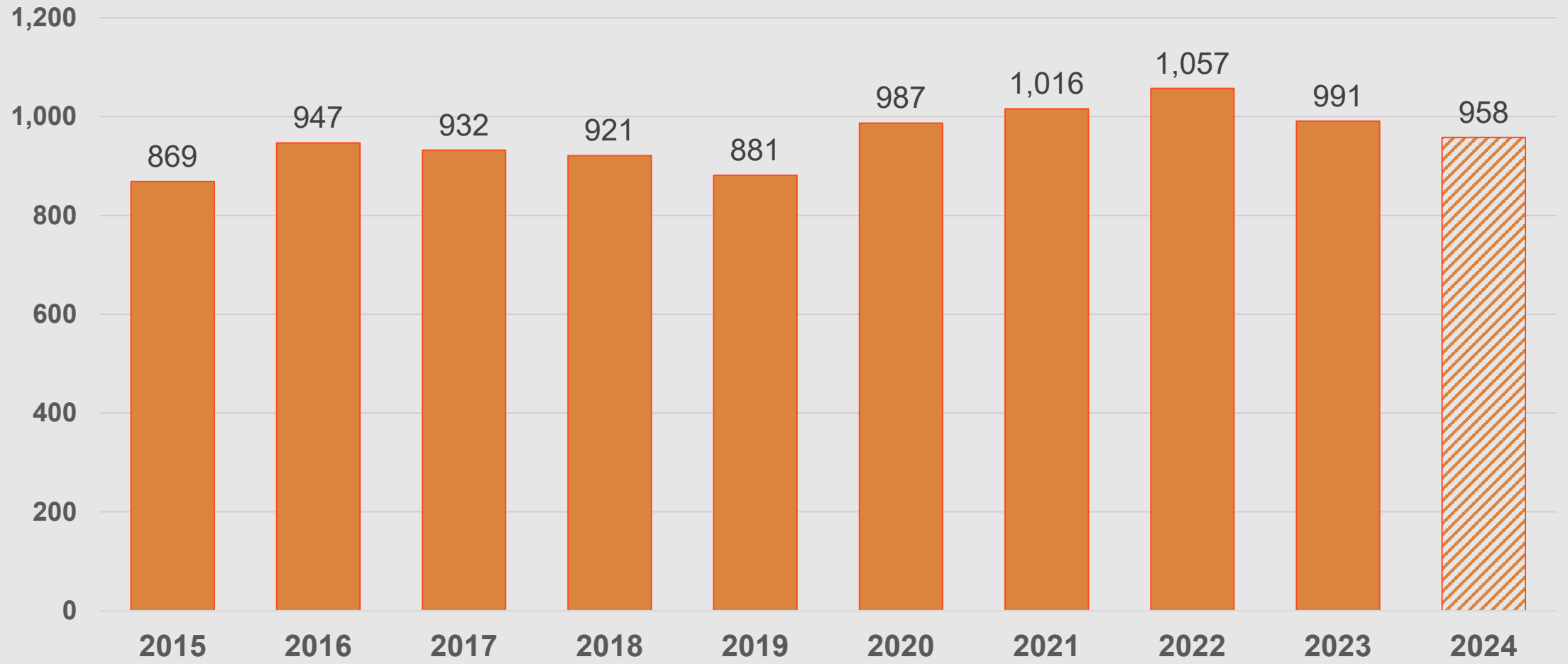


Traffic Fatality Update

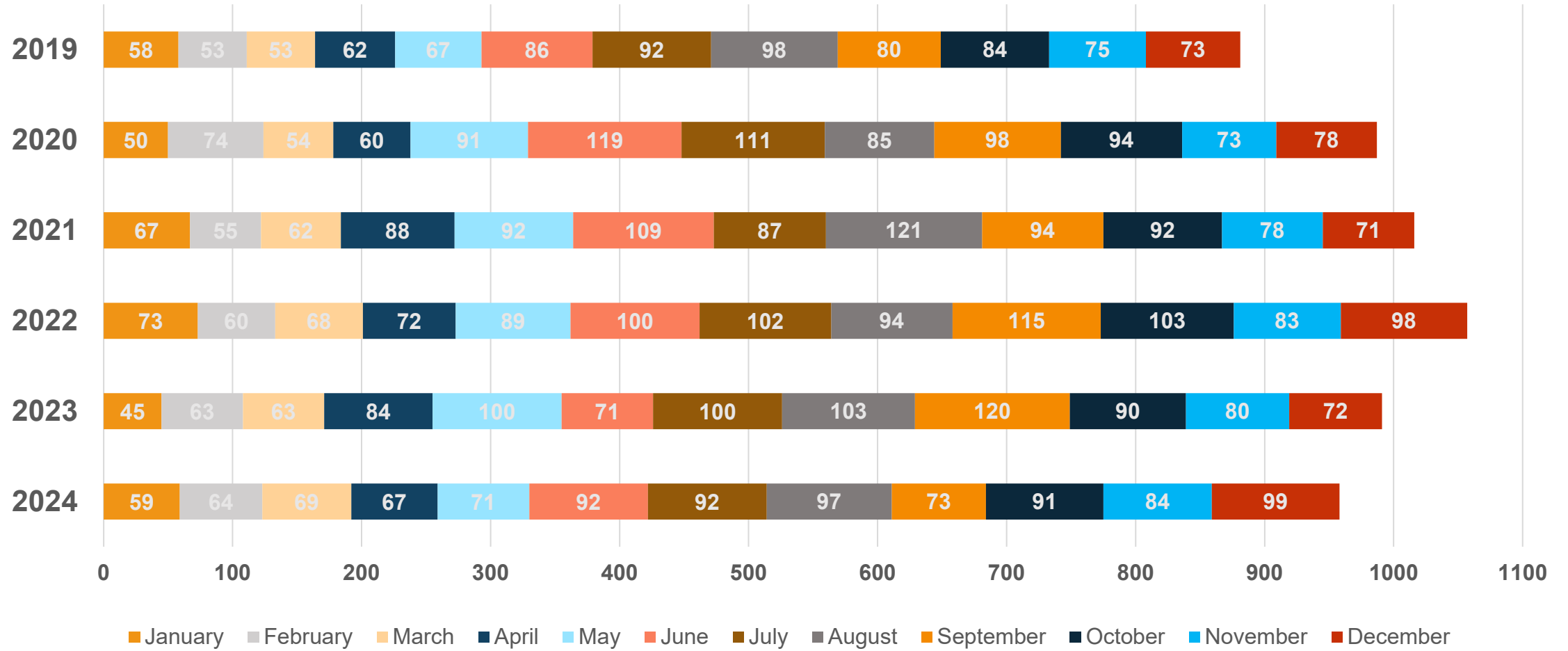
PLANNING PARTNER MEETING
FEBRUARY 27, 2025



Missouri Traffic Fatalities



Traffic Fatalities by Month



2024 Traffic Fatalities by District

NW – Down 20%

NE – Down 13%

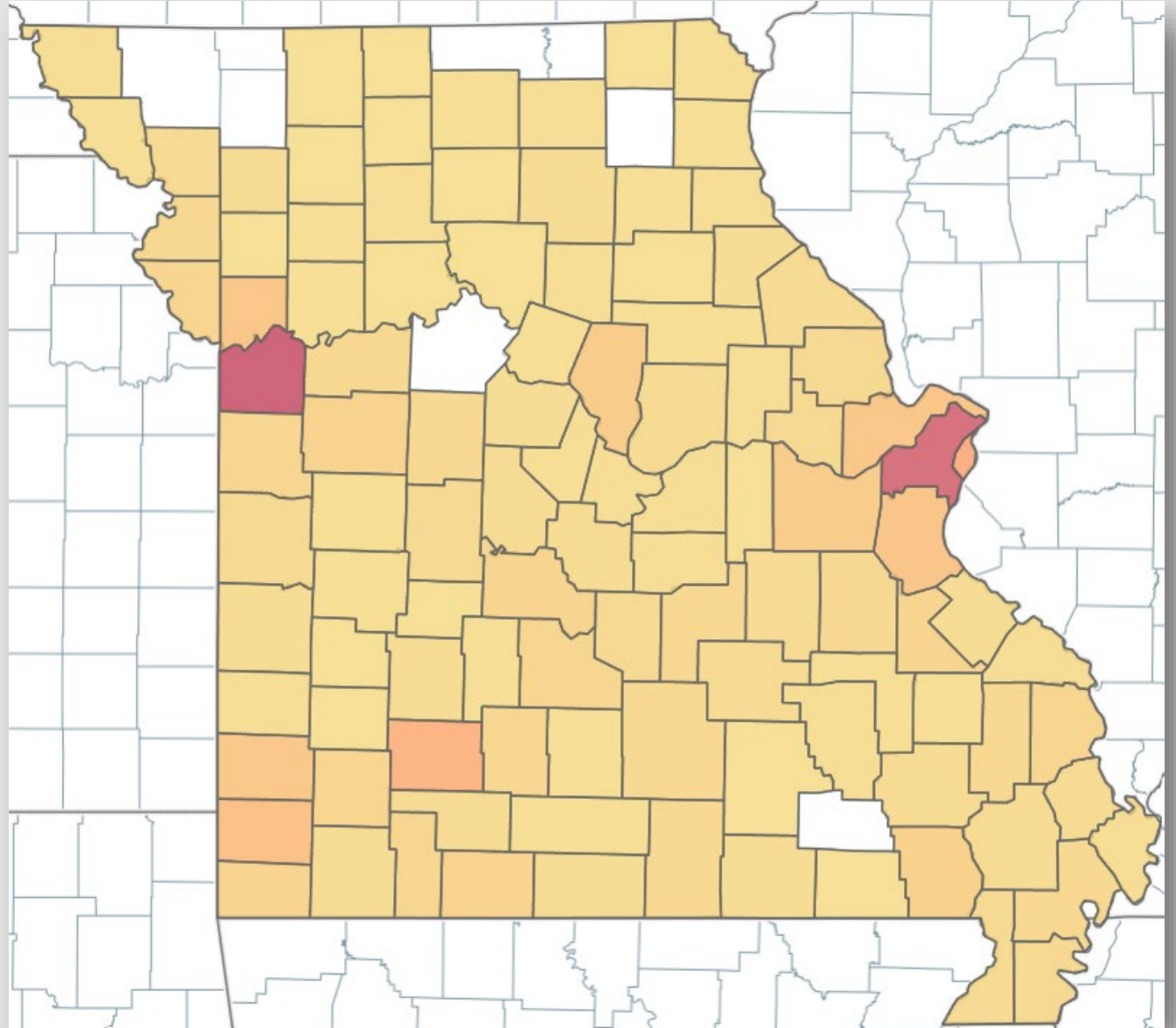
KC – Down 3%

CD – No Change

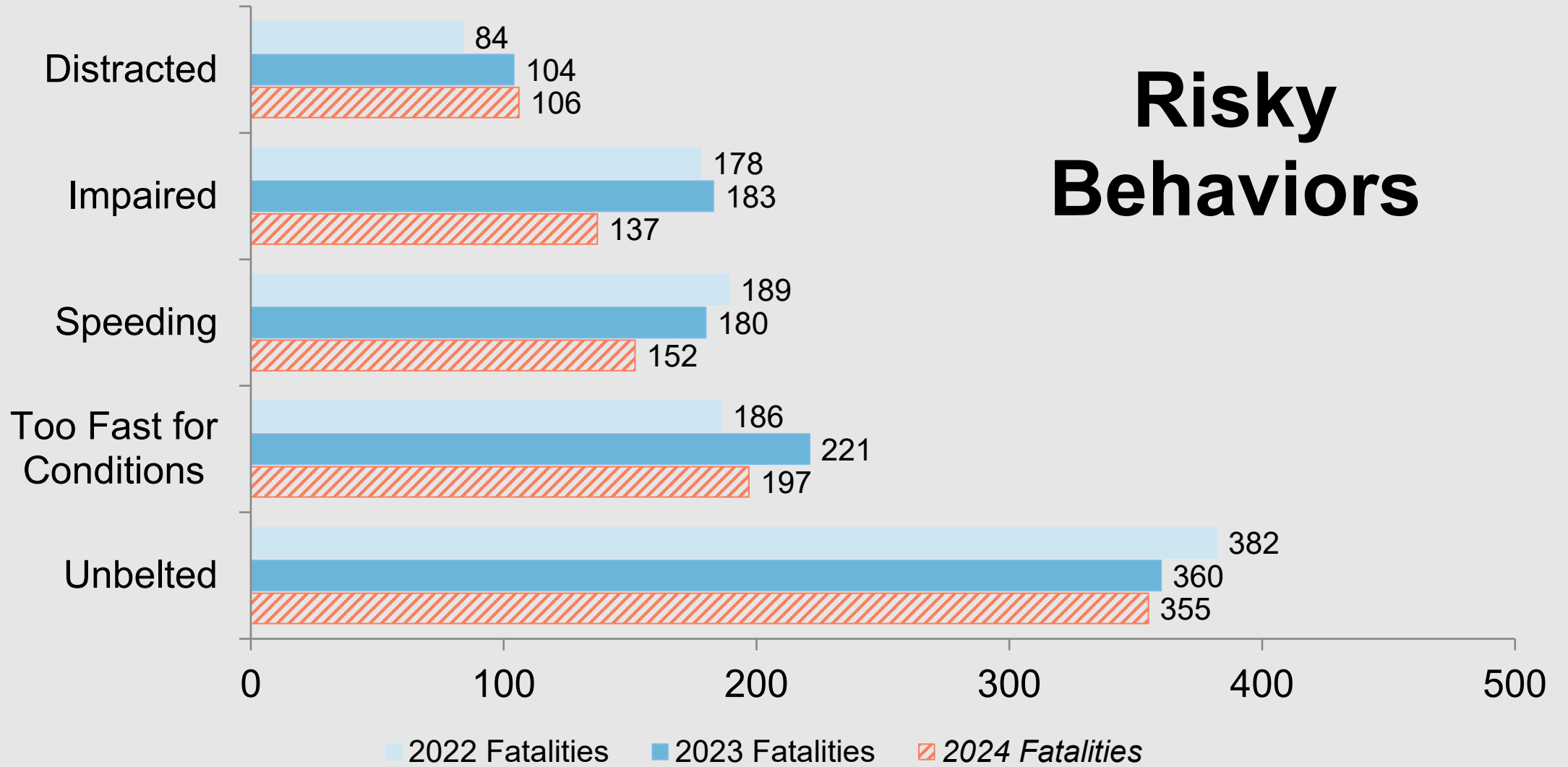
SL – Up 5%

SW – Down 8%

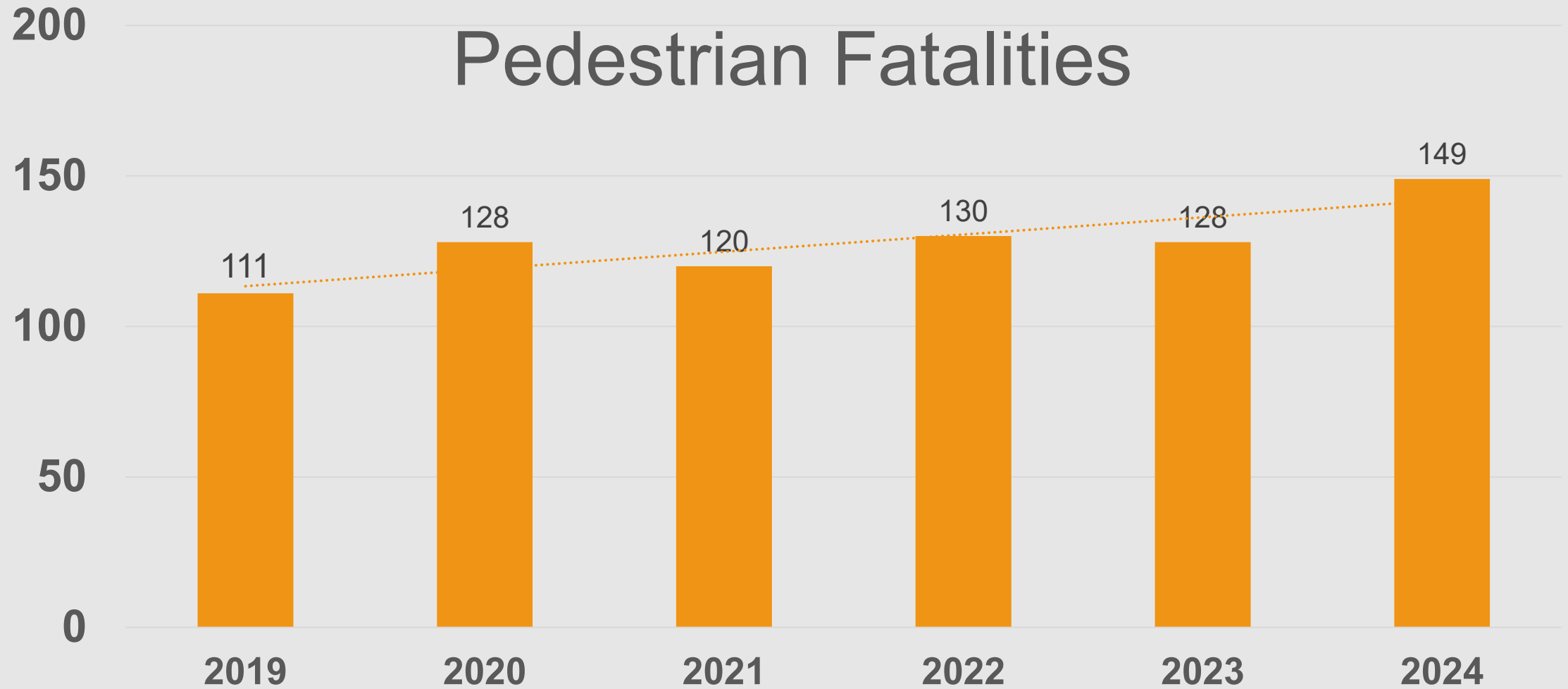
SE – Down 5%



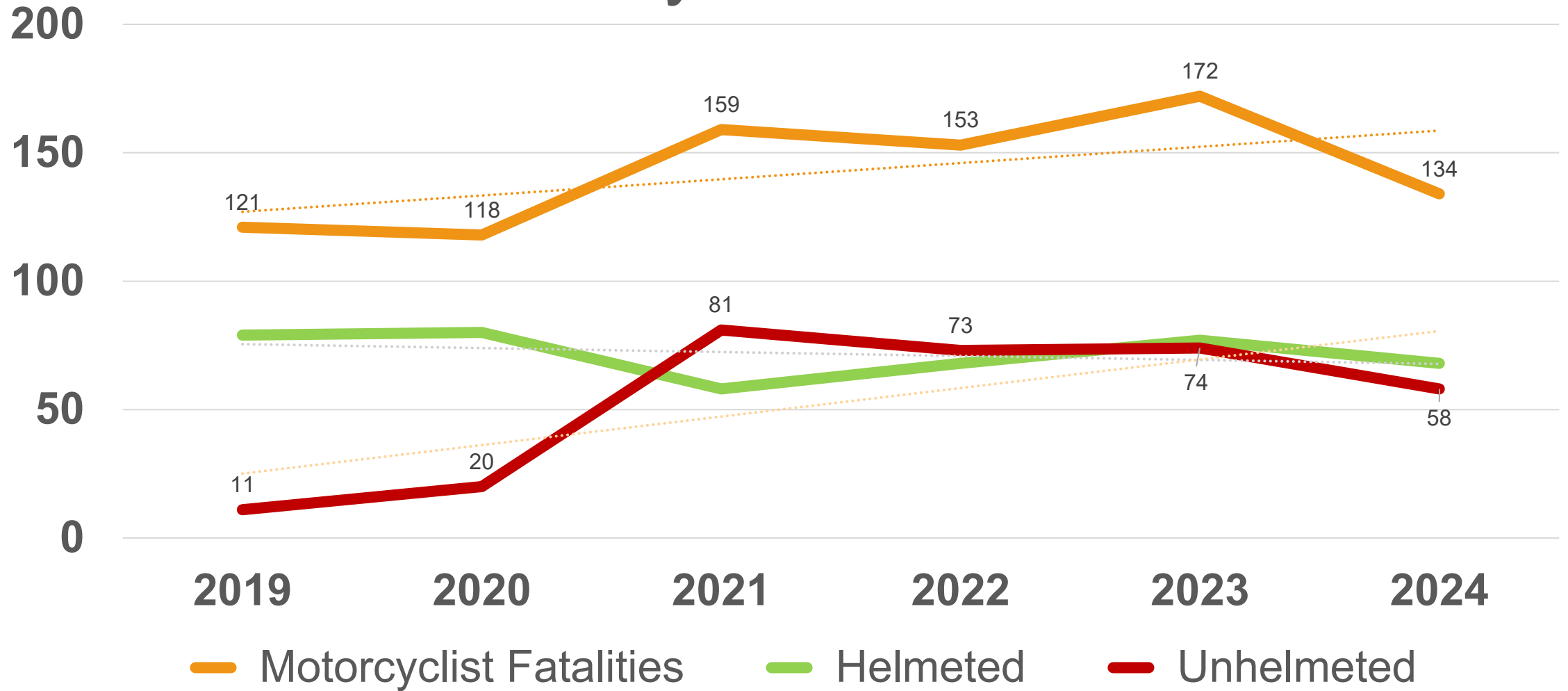
Risky Behaviors



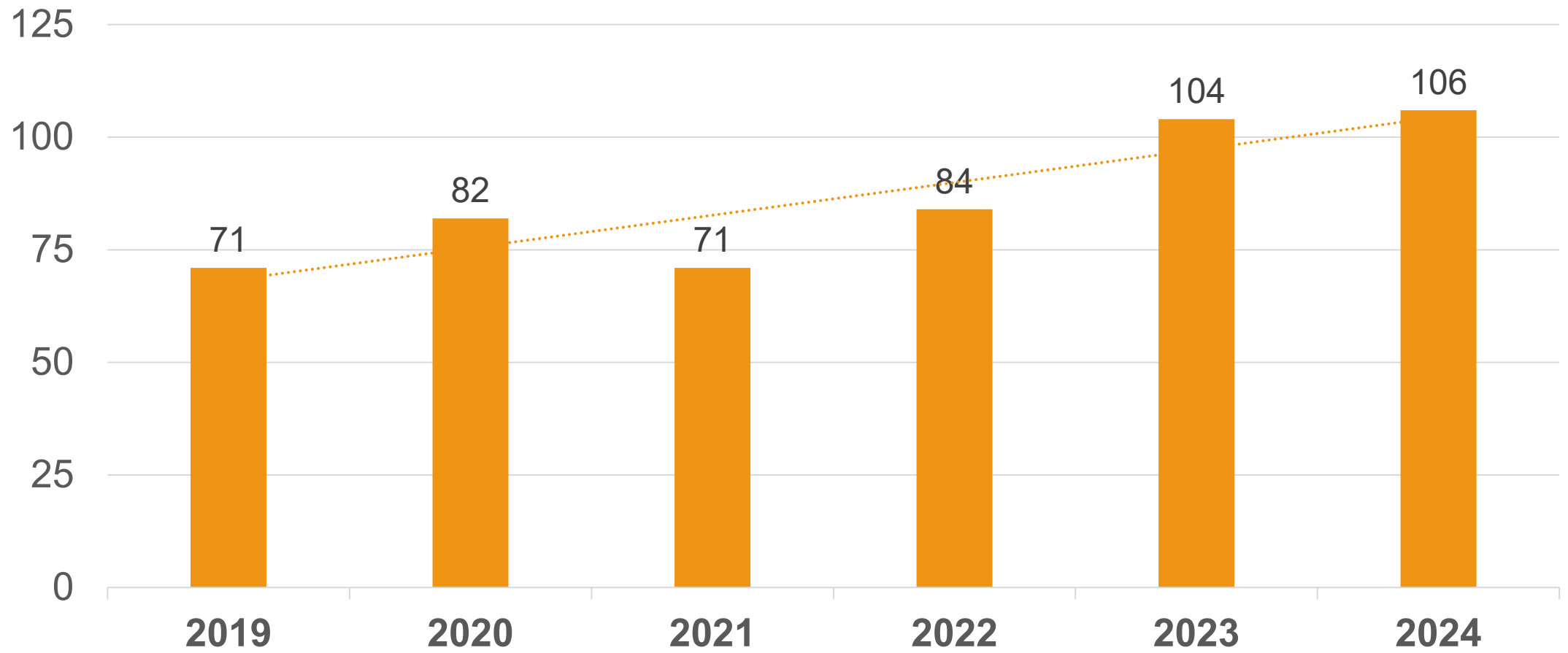
Pedestrian Fatalities



Motorcyclist Fatalities



Reported Distracted Driving Fatalities



Siddens-Bening Law

In full effect as of
1/1/2025

Districted driving
down 5% since
passage

Source: Cambridge Mobile Telematics



Safety Assessment for Every Roadway (SAFER)

- **Every project is an opportunity**
- Asking the right questions
- Including the right people
- Adding system redundancy
- Considering all road users

SAFETY ASSESSMENT FOR EVERY ROADWAY (SAFER)

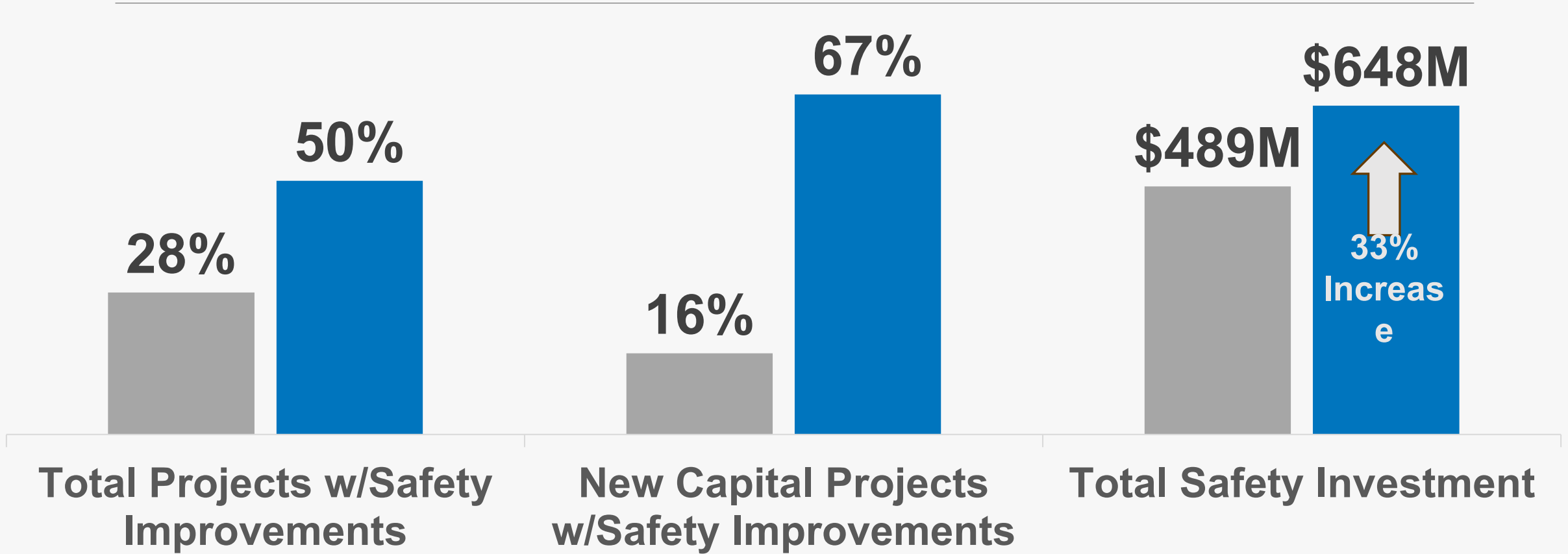
ASKING THE RIGHT QUESTIONS

THE SAFE SYSTEM APPROACH

INSTRUCTIONS

The goal is to incorporate safety measures in all projects. The intent of this tool is to facilitate a discussion of safety in all MoDOT projects. Project Managers with the core team should use this document to consider baseline safety improvements for projects. Crash history and customer areas of concern should be part of the discussion, as well as considerations for potential future crashes. This is not an all-inclusive list, and further safety analysis may be required. If other safety improvements not specified on the form have been considered, these items can be added to the form. Comments can be added to note core team discussions and decisions.

SAFER Results

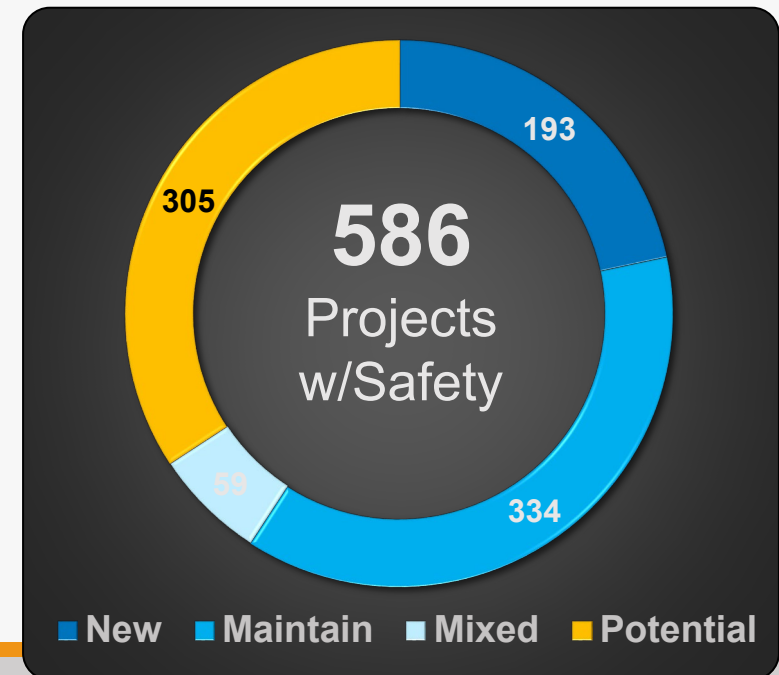
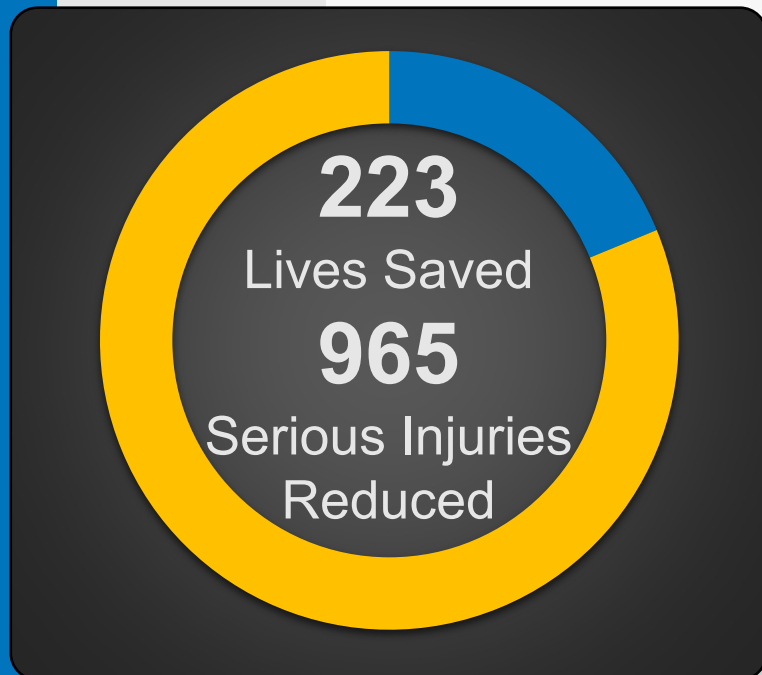


■ 2023-2027 STIP ■ 2024-2028 STIP

Tracking Progress

FY25-FY27

- Estimated impacts of planned improvements
- Return on investment
- Potential opportunities



Show-Me Zero

2026-2030



“If you don’t know where you’re going, any road will get you there.”

-Lewis Carroll

“A problem well defined is half solved.”

-Charles Kettering



What is the SHSP?

- Data-driven, statewide coordinated plan that provides a comprehensive framework for reducing traffic-related fatalities and serious injuries on all public roadways.
- Designed to drive safety investment decisions and be coordinated with other safety plans
- Essentially consists of Emphasis Areas and Solutions
- Required to be developed every 5 years

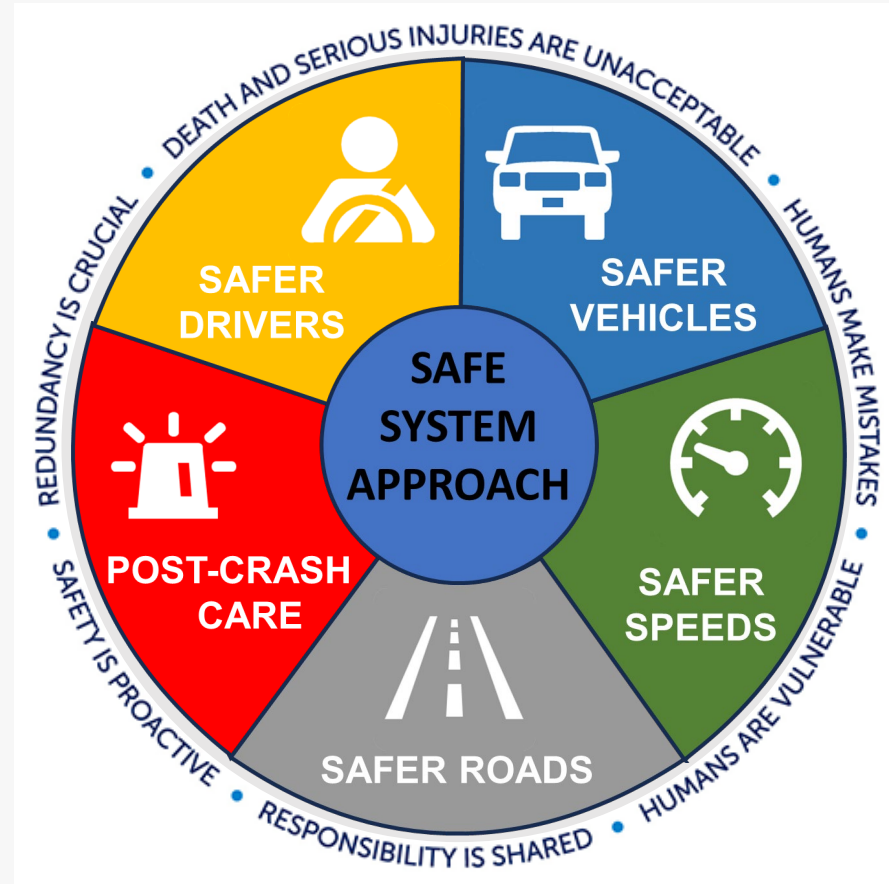
Show-Me Zero Progress

- Met in November to get acquainted and set expectations
- Met in December to set emphasis areas (EA) and adopt the Safe Systems Approach
- Met in February to discuss final EA organization

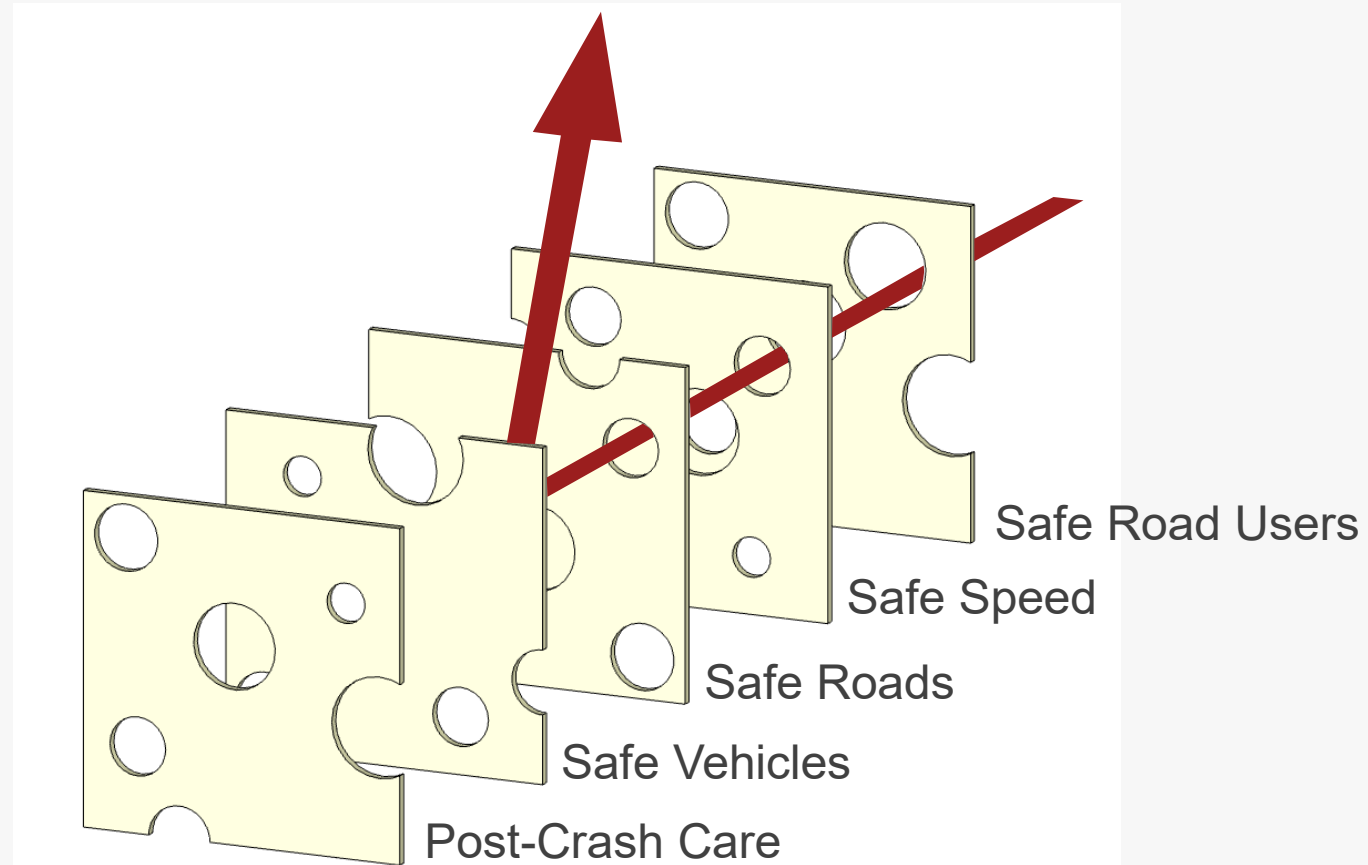
Emphasis Areas

- Occupant Protection
- Speed and Aggressive Driving
- Impaired Driving
- Distracted Driving
- Special Users (Older drivers, Teen drivers, Pedestrians, Motorcyclists)
- Emergent Issues (UTVs and ATVs)
- Post Crash Care

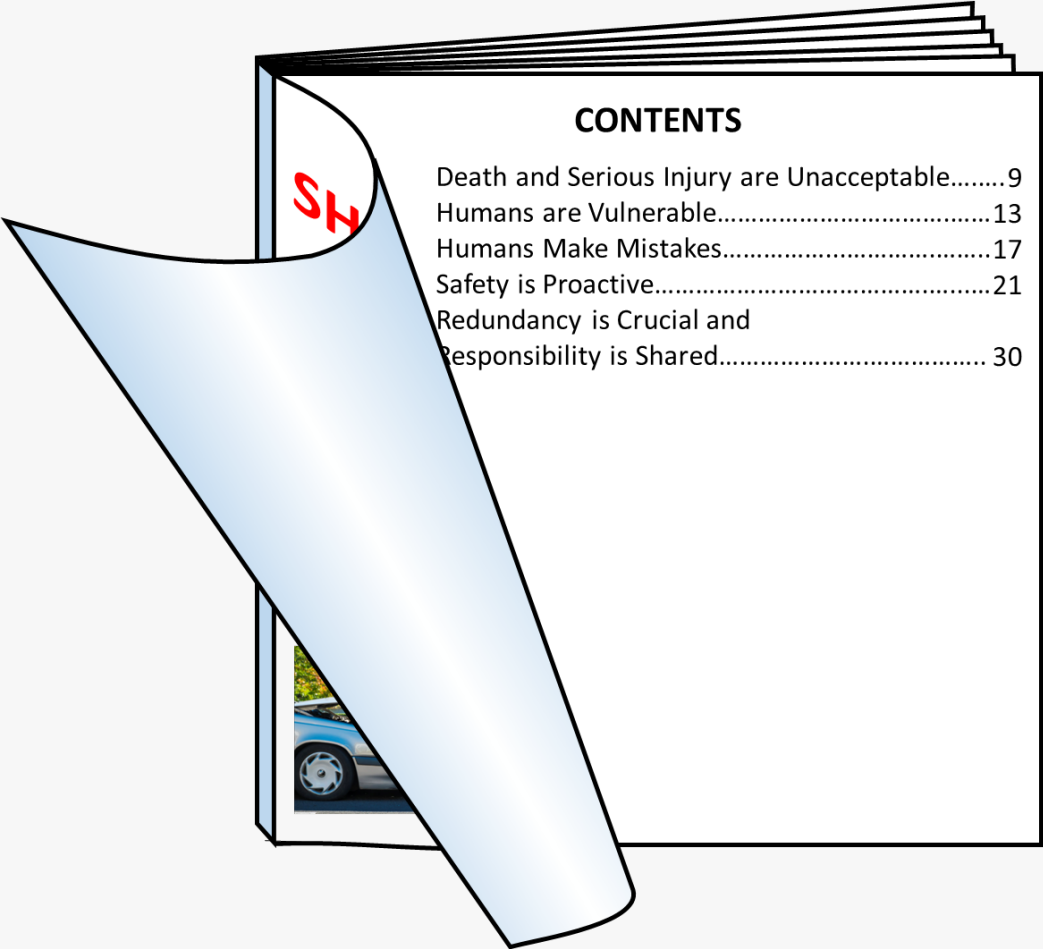
A Safe System



A Safe System



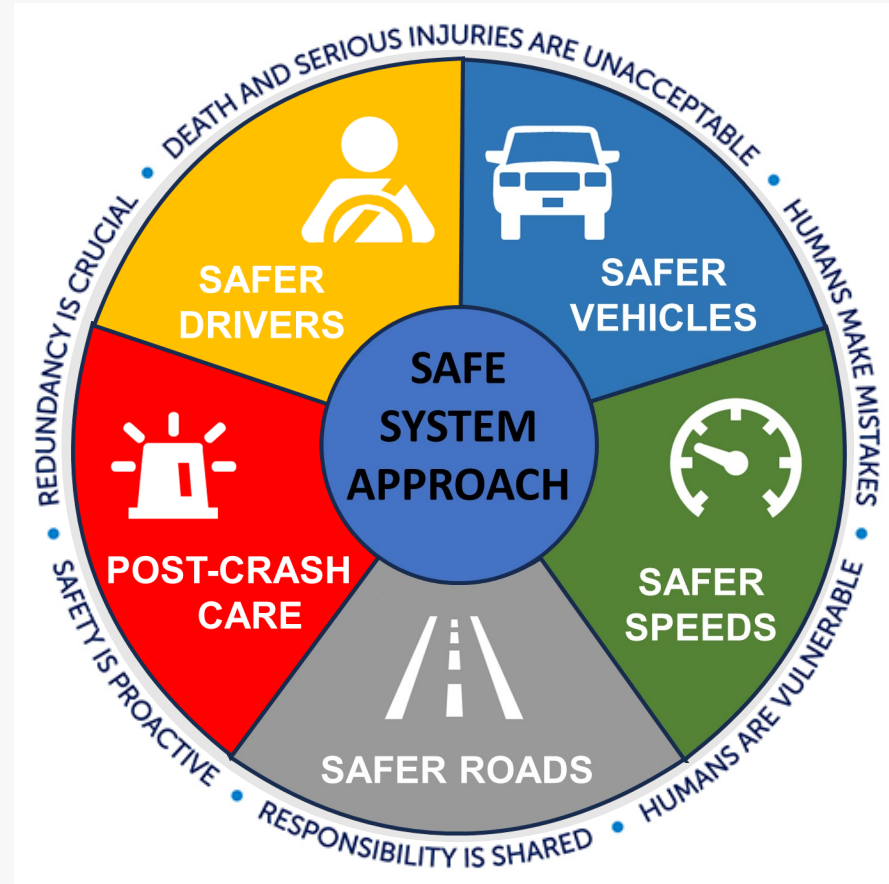
A Safe System



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- Humans are Vulnerable..... 13
- Humans Make Mistakes..... 17
- Safety is Proactive..... 21
- Redundancy is Crucial and
Responsibility is Shared..... 30

A Safe System



A Safe System



- Impaired
- Distracted
- Unbelted
- Older Drivers
- Teen Drivers



- Motorcycles
- CMV
- UTVs and ATVs



- Speeding & Aggressive



- Vulnerable Road Users



- Post Crash Care

Vulnerable User Assessment



Show-Me Zero Partners

- AAA Missouri
- Bicycle Pedestrian Advocacy
- County Public Works agencies
- County Sherriffs
- Educational Organizations
- Engineering Consultants
- Federal Highway Administration
- Federal Motor Carriers Safety Admin.
- Local Councils of Government (COG)
- Metropolitan Planning Organizations (MPO)
- Missouri Department of Revenue
- Missouri Highway Patrol
- MoDOT
- Municipal Police Departments
- NHTSA
- Private Business
- Regional Planning Commissions (RPC)
- Universities

Show-Me Zero Next Steps

- February-March: Meet with Emphasis Area teams
- March-May: Writing the plan
- June-August: Graphics and layout
- September: Launch

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